

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 15, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Area Metropolitan Transit Authority (WMATA) and Northern Virginia Transportation Commission (NVTC) held meetings with regional partners in September to review substantive issues regarding the WMATA Capital Funding Agreement to fund WMATA capital activities from FY 2017 through FY 2023. Meetings among the jurisdictional partners will be scheduled approximately every two weeks to develop this agreement.

On October 14, 2014, staff will bring before the City Council a resolution to accept some of the Northern Virginia Transportation Authority (NVTA) regional transportation 70 percent funds awarded in FY 2014, in preparation for a formal application later in the year. NVTA has finalized a set of criteria to rate all projects (highways, transit, intelligent transportation systems, and non-motorized projects) in the FY 2014, FY 2015, and FY 2016 expenditure plan. The NVTA has received \$769,618,810 in requests for 70 percent funds and will receive approximately \$350,000,000 of funding from the three regional sources from FY 2015 through the end of FY 2016. The method being proposed involves passing a project through three tiers of evaluation. The NVTA's passed this evaluation methodology at its Board Meeting on October 9, 2014.

The Commonwealth has been collecting less funding for transportation than originally projected. As a consequence of this, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have developed a modified six-year improvement plan. The Commonwealth Transportation Board (CTB) will be holding a set of hearings on these proposed modifications to the Six-Year Plan, as well as determining transportation needs of the Commonwealth. The hearing for Northern Virginia will occur on October 16, 2014. Attached to this Transportation Commission docket item is a draft set of comments the City is proposing to transmit to the CTB.

The NVTA has changed the dates of submission for RSTP/CMAQ funds from September 30, 2014 to December 17, 2014. A call for projects was sent out in early October 2014. A draft CMAQ/RSTP program for the City will be submitted to the Transportation Commission at its November 2014 meeting.

B. POTOMAC YARD METORAIL STATION EIS

Staff is continuing to work with WMATA, the Federal Transit Administration, and the National Park Service to finalize the Draft Environmental Impact Statement so it can be released for public review and comment. The next Potomac Yard Metrorail Station Implementation Group (PYMIG) meeting is scheduled for October 23, 2014 at 6 pm at City Hall, 301 King Street.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development.

For more information on the project, please visit www.alexandriava.gov/potomacyard.

C. METROWAY (ROUTE 1)

Metroway service continues between the Braddock Road and Crystal City Metrorail stations with daily ridership at 30 percent above the average daily ridership on the 9S route, which Metroway replaced. Staff is continuing to work on implementing additional elements including real-time bus arrival information and off-board fare collection. Phase 2 of the Crystal City Potomac Yard Transitway is scheduled to open next spring when the dedicated lanes from the Arlington County line to the Crystal City Metrorail Station are complete.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

For more information on the Route 1 Transitway project please see visit:
<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

D. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Since the May 29 public meeting, where four functional alternatives were presented, staff has refined alternatives to incorporate public input, and prepared an additional alternative that would open the street to traffic, and include widening of the sidewalks while still preserving some on-street parking. Staff has presented the refined alternatives to representatives of the Old Town Civic Association (OTCA) on August 11, 2014 and to representatives of the business community on October 1, 2014 for input. Staff will also present to the full Old Town Business and Professional Association (OTBPA) on October 21, and the full OTCA on November 21. Recommendations will be brought to the Transportation Commission for a public hearing at its November meeting, and the Waterfront Commission, Traffic and Parking Board later this year, and the City Council in the first quarter of 2015.

Background: In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street, including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the unit block of King Street. The study will include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

E. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The project consultant, Toole Design Group, is continuing to collect data to identify the existing conditions, and prepare a progress report of facilities that have been completed since the 2008 Pedestrian and Bicycle Mobility Plan and the 2008 Transportation Master Plan. The consultant is also working to develop guiding principles and street typologies for the Complete Streets Design Guidelines. The civic engagement tools that have been developed to provide input on pedestrian and bicycle needs, including the online survey and wikimap which have collectively received over 750 respondents, will be available through the end of October.

The project's first public meeting was held on September 30, 2014, to introduce the project, and get additional input on pedestrian and bicycle issues and needs. Approximately 60 persons attended the meeting. The second Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee was held on October 9, 2014. At that meeting, a debrief of the public meeting was provided, and the Committee provided input on pedestrian and bicycle goals and objectives, existing conditions and issues and needs.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the

Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: www.alexandriava.gov/pedbikeplan

F. EISENHOWER WEST TRANSPORTATION STUDY

A community meeting was held on September 29, 2014 to review the project goals, and discuss areas where nodes, connectivity and green connections should be made. For the transportation study, the consultant is refining the existing conditions report, and continuing to analyze multimodal bridge options. Staff is meeting with a number of property owners that may be affected by the bridge alignment options. The consultant will begin working on the 2040 baseline alternative once a feasible bridge alignment is determined. The next steering committee meeting will be held on November 10, 2014 at 7pm at the Cameron Station Great Room, and the next community meeting will occur on December 8, 2014 at 7pm at Beatley Central Library.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in spring 2014 and is anticipated to be complete by spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a "No Build" alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed, based on current planned land uses and transportation

improvements.

More information is available at: www.alexandriava.gov/eisenhowerwest

G. OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

City staff will be following up on potential connections to adjacent communities and analyzing transportation impacts of the small area plan at the next Advisory Group meeting on Monday, October 27, 2014 with an open house at 6PM and meeting to begin at 7 PM location TBD.

City Council directed staff to begin a planning effort that includes Oakville Triangle and adjacent properties as well as the Route 1 corridor north and south of the site. A community Advisory Group was established to assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The corridor study will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1. The corridor study will help to establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

H. PARKING RATIO STUDY

Staff is in the process of finalizing draft recommendations for the Parking Ratio Study. The next Parking Ratio Study Task Force Meeting will be held on October 22, 2014 at 7 p.m., with the location to be announced. Staff will bring draft recommendations to the Planning Commission, Transportation Commission and City Council work sessions in the fall. A public meeting will be held in December to present Parking Ratio Study Task Force recommendations. Staff is planning to present the final recommendations and findings of the study to Council in the first quarter of 2015.

Background: The purpose of the parking ratio study, which has been conducted by Transportation and Environmental Services and Planning and Zoning staff, is to right size parking and update existing parking requirements for new residential multi-family development projects while minimizing spillover effect into nearby on-street spaces. City Council established a task force of nine representatives from various stakeholder groups to provide feedback to staff on proposed recommendations. More information is available at <http://www.alexandriava.gov/ParkingStudies>

I. CAPITAL BIKESHARE

Eight Capital Bikeshare stations were installed the week of August 18, 2014 in Carlyle and Del Ray, doubling the size of the Capital Bikeshare network in Alexandria. There has been a 100 percent increase in number of trips per month for September 2014 compared to September 2013, as a result of doubling the size of the system in Alexandria as well as an overall growth in ridership. There have been 50,000 trips and over 79,000 miles ridden since Capital Bikeshare launched in Alexandria in 2012. Comments on future station locations are being gathered through the update to the Pedestrian and Bicycle Master Plan interactive map. Staff will bring a draft map of future station locations to the Transportation Commission for review in early 2015.

Background: The jurisdictions that own Capital Bikeshare stations - Washington, D.C.,

Arlington County, the City of Alexandria, and Montgomery County have each contracted with Alta Bicycle Share to operate and maintain the Capital Bikeshare system. Alta Bicycle Share also operates bike share systems in Boston, New York City, Chicago, the Bay Area, Columbus, and Chattanooga. An equipment and technology supplier to Alta Bicycle Share is Public Bike System Company (PBSC). PBSC, located in Montreal, Canada, filed for bankruptcy protection in January 2014. On April 11, 2014, PBSC was purchased by another company. Staff continues to monitor the transition closely and will share information on the buyer's plans for PBSC and how that will affect Alexandria and the Capital Bikeshare operations and expansion.